"Method and system for identification and registration of a moving object entering a pre-determined area, related network and computer program product therefor"

Field of the invention

The present invention relates to techniques for communicating between a moving object, e.g. a vehicle, and a control center.

Description of the related art

Current known systems enabling communication between a moving object, e.g. a vehicle, and a control center such as a remote control center mainly focus on the importance of transferring data from the vehicle towards the control center.

Such known systems only marginally tackle the problem of detecting and registering in a thoroughly automated way the entrance of the vehicle into a pre-determined area, such as an emergency monitoring area or a parking area, or, more in general, any area where a monitoring function is needed.

For instance, U.S. patent application 2003/0043021A1 discloses a system for automaticly opening and closing a garage door that requires a communication of the vehicle/client identifier to a garage/server module, but not vice versa.

Similarly, US-A-5 812 070 discloses a shared vehicle rental system where a pre-determined area is monitored through a control center for supervising motor vehicles in a parking area. The control center monitors the vehicles by means of a GPS location system, so they cannot leave the monitoring area. This system still requires manual identification and registration operations, performed by inserting a specific card in a card reader.

From US-B-6 567 501, a system for transmitting alarms is known providing wireline monitoring of a pre-determined area.

Essentially, in the prior art arrangements considered in the foregoing, at least one of the two entities mainly involved in the communication, i.e. the vehicle and the control center, is somewhat bound to "a priori" knowledge of some features or parameters of the other entity.

In addition, known systems do not allow for establishing, automaticly, bi-directional and complex communication between the vehicle and the control center. Specifically, GPS-based solutions do not allow the control center to understand, in a reliable way, if the vehicle has really entered the pre-determined area. Thus, it is not possible to reliably register a vehicle approaching a pre-determined area, such as urban areas where reception of GPS signals may be interrupted or exposed to severe limitations. Also, by such systems, it is not possible to detect a vehicle entering a predetermined area, independently from maps pre-loaded on the vehicle. Maps, by definition, are strictly related to variable parameters (e.g., orographic, road, urban).

Object and summary of the invention

The need therefore exists of providing an arrangement adapted to overcome the intrinsic drawbacks of the prior art considered in the foregoing.

Specifically, the need is felt for an arrangement where, i.a.:

- it is possible to identify and register in a fully reliable, automatic way a vehicle entering a pre-determined area;
- identification and registration operation are performed without requiring with either of the two

entities involved in the communication "a priori" knowledge of any characteristics and parameters of the other entity;

- bi-directional and complex communication between the vehicle and the control center can be established in an automatic way;

- the control center is able to reliably and securely detect if the vehicle has entered the pre-determined area;

- identification and registration operations are independent of maps that are pre-loaded on the vehicle or other instruments that are related to variable parameters, in particular related to the territory conformation.

According to the present invention, that object is achieved by means of a method having the features set forth in the claims that follow. The invention also relates to a corresponding system, a related network as well as a related computer program product, loadable in the memory of at least one computer and including software code portions for performing the steps of the method of the invention when the product is run on a computer. As used herein, reference to such a computer program product is intended to be equivalent to reference to a computer-readable medium containing instructions for controlling a computer system to coordinate the performance of the method of the invention.

In brief, the basic idea underlying the invention is to identify and register in an automatic way a moving object, i.e. a vehicle, entering a pre-determined area by means of a mutual identification operation between the vehicle and the area access system. Such an identification operation is carried out over a wireless short range communication link (e.g.

Bluetooth wireless link) and operates as an automatic trigger for a complete moving object registration operation, that involves exchanging further parameters.

Preferably, such registration operation is subsequently completed by the moving object by establishing a wireless long-range communication link (e.g. GPRS). Thus, a remote control center can communicate with the moving object according to the needs established by different applications (e.g., continuous monitoring for safety reasons, anti-theft systems, safe car parkings, etc...).

A de-registration procedure for discontinuing the monitoring operations of a moving object exiting the predetermined area is also disclosed.

Brief description of the annexed drawings

The invention will now be described, by way of example only, by referring to the enclosed figures of drawing, wherein:

- figure 1 is a schematic representation of a typical context of use of the arrangement described herein,

- figure 2 is a further schematic representation of the context of use of the arrangement described herein, and

- figure 3 is a schematic representation of a preferred context of use of the arrangement described herein, and

- figures 4 and 5 are charts exemplary of possible operation of the arrangement described herein.

Detailed description of preferred embodiments of the invention

As indicated, figure 1 is a schematic representation of a context of use of the proposed method and system for identification and registration of a moving object entering into a pre-determined area.

Specifically, a monitored area A of circular shape and radius R is considered, for the sake of simplicity.It will however be apparent that the geometric conformation, i.e. shape and extension, of the area A to be monitored do not represent any limitations for the invention and will strictly depend on the topography of the specific application context (highway network, urban/extra-urban areas, car parkings and so on).

In figure 1 two points are indicated that correspond to two critical events in the monitoring of a vehicle V moving on a road HW crossing the area A:

- a registration point RP, where the entrance of the vehicle V in the monitored area A is detected: such a registration point RP defines the point at which the vehicle V starts to be monitored by a control center CC begins;

- a de-registration point DP, where the vehicle V exiting the monitored area A is detected: such a de-registration point DP defines the point at which the control center CC discontinues monitoring the vehicle V.

Although the following description will describe in detail an arrangement using a single couple of registration/deregistration points, as shown in figure 1, any number of registration and/or deregistration points can be associated to the monitored area A. Advantageously these points are arranged at any "border crossing" of the monitored area that is accessible to vehicles V.

A new vehicle V entering the monitored area A, as better detailed in figure 2, needs the definition of a specific registration procedure in order to recognize and control each vehicle V passing in the monitored area A through the registration point RP.

According to the method described herein, a trigger event for starting the registration operation is used: such a trigger event is based on the occurrence of a communication with the vehicle V on a short range communication link BT.

In a preferred embodiment, such a short range communication link BT is a wireless link according to the Bluetooth wireless standard, preferably according to the Bluetooth 1.1 standard version.

In that way, data exchange between an on-board system devoted to communication and control, in the following referred as vehicle module VM, on the vehicle V, and the control center CC is driven by the control center CC itself. In fact, as it will be better detailed in describing figure 2, an area access system AM, including access barriers B1 and B2, is available in the area A. The AM, as a whole, can be regarded as an extension of the control center CC itself. The area access system AM detects, through the Bluetooth link BT, the entrance of the vehicle V and, as it will be better detailed in the following, communicates such an event to the control center CC; thus the identification operation is driven through the area access system AM and the control center CC that can be regarded as a single infrastructure.

This means that the control center CC identifies and registers the vehicle V as the vehicle V approaches a first access point or barrier B1, placed at the registration point RP in the area A (see figure 2), and de-registers the vehicle V as this approaches a second point or barrier B2, placed at the de-registration point DP in the monitored area A.

In that way, the control center CC can evaluate, in a reliable way, if the vehicle V has really entered the monitored area A.

Obviously, referring to points B1 and B2 as "barriers" is only dictated by these usually bearing some sort of similarity to entrance barriers or gates providing access to e.g. motorways. It will be appreciated that no provision will be generally contemplated at points B1 and B2 to prevent or restrict access of vehicles to the monitored area. In the case points B1 and B2 are arranged as entrance barriers, however, they could be arranged not unlike access gates configured for automatic toll collection in motorways, exploiting the available Bluetooth link also for automatic toll collection functions.

The barriers B1 and B2 are preferably equipped with a Bluetooth module BM in order to establish the short range communication link BT and communicate with the approaching vehicle V. Preferably, such Bluetooth module BM has a range of the order of 100 m, in order to let the vehicle V approach the access barrier B1 or B2 at an appropriate speed.

The Bluetooth module BM establishes such a short range communication link BT by performing the so-called 'inquiry procedure' according to the Bluetooth standard. Such an 'inquiry procedure' enables a Bluetooth unit to discover which Bluetooth units are in range, and what their device addresses and clocks are. With a paging procedure, an actual connection can be established. Only the Bluetooth device address is required to set up a connection, although knowledge about the clock will accelerate the setup procedure. A unit that establishes a connection will carry out a page procedure and will automaticly become the master of the connection.

Once established, such short range communication link BT will permit mutual identification between the vehicle V and the control center CC through the area

access system AM of the monitored area A, that includes the access barriers B1 and B2 and also a private network PRN.

The data exchange occurring on the short range communication link BT also operates as an automatic trigger for a complete vehicle registration operation, which is subsequently completed by the vehicle V by establishing a wireless long range communication link LT with the control center CC by means of a public mobile network MN, e.g. the GPRS mobile network.

The proposed method is intended to be carried out by any properly equipped vehicle, and the vehicle V will thus establish the long range communication link LT towards the remote control center CC, and not vice versa.

In order to do this the vehicle V receives on the short range communication link BT on the first barrier B1 an identifier for establishing a connection with a control center.

As better detailed in the following, such an identifier preferably comprises a control center identifier TCC_ID and TCP address of the control center CC, indicated with the reference TAT.

In general, a TCP identifier is not associated with the vehicle V until such a vehicle V establishes the long range communication link LT with the control center CC and receives such a TCP/IP identifier from the public mobile network MN, that is a GPRS network.

In the following, an embodiment of the proposed method will be detailed with reference to the possible application to monitor vehicular traffic in road tunnels.

In figure 3 a tunnel T is shown included in a monitored area A.

An entrance IT of the tunnel T and an exit OT of the tunnel T are shown in figure 3, placed at (not necessarily identical) distances d from the first barrier B1 and from the second barrier B2 respectively. The distance d has to be sufficient to ensure that the vehicle V is registered and consequently monitored before entering the tunnel T.

The entrance IT and exit OT of the tunnel T can be equipped with Bluetooth modules BM as well, in order to operate as intermediate barriers, detecting the passage of the vehicle V and supplying to the control center CC an information about its position. In this case, however, no further complete registration procedure has to take place, only a notification operation including identification of the vehicle V and of the relevant barrier, and the corresponding information is thus transmitted , e.g. on the long range link LT, to the control center CC that, in this way, is able to know that a certain vehicle V is passed by a certain barrier, e.g. the entrance point IT, at a certain time.

It will be readily appreciated that such an architecture, comprising in a monitored area entrance barriers and exit barriers for performing registration and de-registration of vehicles, and further comprising intermediate barriers signaling the passage of the registered vehicle can be applied to different monitoring services where it is needed to obtain an information about the passage of the vehicle through defined check points.

The road tunnel monitoring application, on the other hand, specifically requires introduction of some parameters suitable for preventing or reducing accidents within road tunnels, as better detailed in the following. Besides data communication between the control center CC and the vehicle V, in the embodiment

described herein the possibility is also provided for a driver D on the vehicle V to place a voice call to the control center CC. Such an option requires that the phone numbers of the control center CC and of the vehicle V are also exchanged.

In figure 4 a message sequence chart is shown, that illustrates the exchange of messages between the different entities involved in the proposed method. The message sequence chart of figure 4 specifies when and how an entity sends a message to the other entity and define the fields of the messages.

The application protocol between the vehicle V and the control center CC is based on a TCP/IP protocol; such a protocol ensures communication reliability, mainly because of the presence of acknowledgement messages. In addition, the so-called TCP/IP socket, i.e. the co-presence of TCP port information and IP address, is especially suitable for being part of a vehicle identifier VID for each vehicle V, once the GPRS connection is established between the vehicle V and the control center CC and TCP/IP socket is assigned to the vehicle module VM by the public mobile network MN. Such a vehicle identifier VID is then stored in a database at the control center CC.

The vehicle registration procedure will now be described.

When the vehicle V enters the monitored area A, the registration procedure is activated through a mutual identification operation set up automaticly between the area access system AM and the vehicle V, performed by means of the short range link BT using the Bluetooth module BM.

In order to establish the long range connection link LT with the control center CC, the vehicle V has to know, i.e. receive, the IP address of the control

center CC. Such an IP address is communicated to the vehicle V, as a TCP address of the control center TAT, through the short range communication link BT from the area access system AM, i.e. the access barrier B1.

As already mentioned, in general the control center CC does not know in advance the IP address that is part of the vehicle identifier VID, that is assigned dynamically by the GPRS network which embodies the public network MN. Thus the vehicle V establishes the long range connection link LT and obtains an address, assigned by the public network MN, that is inserted in its vehicle identifier VID, that is then communicated to the control center CC.

In the chart of figure 4, reference PRN designates the private network, that is the wireline network linking all the infrastructures of the control center CC, i.e. barriers, computers, mainframes: such a private network PRN can be carried out in many known different ways and it will be not further described.

Reference VN designates a vehicle network that is a network provided on board the vehicle V for exchanging messages from/to the control center CC directly to/from the driver D: also in this case such a vehicle network VN can be carried out in many known different ways and it will be not further described.

Reference GP indicates a GPRS connection setup. Such a GPRS connection setup GP includes registering the vehicle module VM on the public mobile network MN, thus obtaining a TCP/IP address to be used as a vehicle identifier VID.

Reference VAF denotes a vehicle area flag parameter, i.e. a status parameter and performs the function of indicating if the vehicle V is located inside or outside the monitored area A; the value of

the vehicle area flag parameter VAF is updated both at the vehicle V side and at the control center CC side.

The registration procedure operates as follows:

- in a step 110, corresponding to the vehicle V traveling outside the monitored area A, the parameter VAF stored in the vehicle module VM is set to "0" value and a tunnel_position parameter TPP is set to "OUT" by default;

- when the vehicle V approaches the access barrier B1, and enters the range of the short range communication link BT enabling interaction between the vehicle V and the barrier B1, a mutual identification operation is automaticly triggered and the access barrier B1 at the registration point RP sends an on board device identification request message M1 to the vehicle module VM. Such a request message M1 has the following syntax: [Message type, TCC_ID, AB_ID, TAT], where TCC_ID indicates a control center identifier, AB_ID indicates an access barrier identifier and TAT, the TCP address of the control center CC, i.e. the socket of the control center CC, including TCP port number and IP address;

- the vehicle module VM performs the GPRS connection setup GP in figure 4, on the long range communication link LT through the public mobile network MN and, in the meanwhile, sends an on board device identification response message M2 to the access barrier B1. Such a response message M2 has the following syntax: [Message type, VID, TCC_ID, AB_ID, TAT, VAF(0)] where VID indicates the vehicle identifier, including the TCP address obtained from the public mobile network MN, and the vehicle area flag parameter VAF, set to zero in a step 120, indicates that the vehicle V is an incoming vehicle;

- the on board device identification response message M2 operates as the trigger used by the access barrier B1 to send a vehicle parameters message M3 to the control center CC through the private network PRN. The syntax of the vehicle parameters message M3 is [VID, AB_ID, VAF(0)];

- after the GPRS connection setup GP, the vehicle module VM sends a registration request message M4 to the control center CC including the data useful to identify and contact the vehicle V, for example in case of alarm. Thus the syntax of the registration request message M4 is [Message type, VID, plate number, ..., vehicle_phone_number,...] where information relating to the vehicle V like plate number and vehicle phone number is also supplied;

- upon receipt of the registration request message M4 the control center CC sends a registration response message M5 to the vehicle module VM on board the vehicle V. The registration response message has the syntax [Message type, VAF(1), CC_phone_number, MAP, PGS, access_denied_flag (Y/N)], thus including a position flag parameter VAF; the PGS parameter, that indicates data, such as air temperature inside/outside the tunnel and road slope, useful for prognostic purposes; an access flag parameter access_denied_flag that indicates if the access to the tunnel T is allowed or not. The vehicle area flag parameter VAF, set to '1' in a step 130 before sending the registration response message M5, in this case, when it is evaluated at the vehicle module VM, in a subsequent step 140, indicates if the vehicle module VM have to keep or cancel the data pertaining the control center CC. A field MAP is also supplied that includes data about tunnel shelter position and availability.

- finally, on-board information messages M6 are exchanged between the vehicle module VM and the driver D, in order to set parameters such as the driver language and to notify to the driver D the accomplished registration.

Should the GPRS connection on the long range link LT be terminated, the control center CC would lose the information about the socket of the vehicle V. It is not certain to maintain the same socket in the following attempt to re-establish the GPRS connection. However, a GPRS connection breakdown is not associated to a complete de-registration procedure, because the vehicle area flag parameter VAF maintains its value equal to "1" and, thus, the vehicle V can keep in its vehicle module VM memory the control center CC data, e.g. its TCP address, whereas, at the same time, the control center CC can keep the vehicle data as well. As a consequence, only the GPRS setup procedure, i.e. GP operation and M4 and M5 messages, on the long range communication link LT has to be repeated and not the complete identification and registration procedure.

As regards the message format of the registration procedure, every message M1, M2, M3, M4, M5 or M6 shown in Figure 4 is made of a record containing fields, as reported in the following Tables 1 to 4.

The first field is named Command Length and represents the length in bytes of the message. This information is used to read the message from the input stream.

The second field is named Message Type and identifies the message received.

The other fields encode the data transmitted between the vehicle V and the control center CC.

Each field can be encoded in a fixed length format or in a variable length format.

As regards the parameters type definition, all messages are composed by an organized set of parameters.

These parameters can have the format described in the following:

- Integer: is used to encode numbers and is an unsigned integer value, which can be 1, 2, 4 octets in size. The octets are always encoded in Most Significant Byte first order. A 1-octet integer with value 5, would be encoded in a single octet with the value 0x05. A 2-octet integer with the decimal value of 41746 would be encoded as 2 octets with the value 0xA312

- C-Octet String: is used to encoded variable length strings. A C-Octet String is a sequence of ASCII characters terminated with a NULL octet (0x00). The string "Hello" would be encoded in 6 octets (5 characters of "hello" and NULL octet) as follow:

0x48656C6C6F00

- Octet String: is used to encode fixed length strings. An Octet String is a sequence of octets not necessary terminated with a NULL octet. Such fields using Octet String encoding, typically represent fields that can be used to encode raw binary data. In all circumstances, the field will be either a fixed length field or explicit length field where another field indicates the length of the Octet String.

The format of the parameters are chosen according to GTP specification (Global Telematics Protocol).

The format of the messages exchanged between the vehicle V and the tunnel control center CC will be now described.

The sequence of the parameters in a message is fixed.

In Table 1 the parameters of the on board device identification request message M1 for each field of the message are shown. The columns indicates respectively the Field Name, the size of the octets, the type of the field and the description of the field:

Field Name	**Size octets**	**Type**	**Description**
Command Length	2	Integer	Define the overall length of the identification_request message
Message type	4	Integer	0x00010001
TCC_Id	2	Integer	Tunnel Control Center Identifier
AB_Id	2	Integer	Access Barrier Identifier
TCP_addr_TCC (TAT)	6	Integer	IP address: 4 octets Port Number: 2 octets

Table 1

In Table 2 the parameters of the on board device identification response message M2 are shown:

Field Name	Size octets	Type	Description
Command Length	2	Integer	Define the overall length of the identification response message
Message type	4	Integer	0x00020001
VID	Var	C-Octet string	Vehicle Identifier
TCC_Id	2	Integer	Tunnel Control Center identifier
AB_Id	2	Integer	Access Barrier Identifier
TCP_addr TCC (TAT)	6	Integer	IP address: 4 octets Port Number: 2 octets
VAF	1	Integer	0: vehicle outside Safe Tunnel Area T 1: vehicle inside Safe Tunnel Area T I: vehicle inside intermediate area

Table 2

It must be noted from Table 2 that an optional range of values I can be assigned to the vehicle area flag parameter VAF in case detection of vehicle passage at intermediate barriers is also provided. Such an optional range values I is used for indicating that an intermediate barrier is approached and, thus, no de-registration operation has to take place.

In Table 3 the parameters of the registration request message M4 parameters are shown:

Field Name	Size octets	Type	Description
Command Length	2	Integer	Define the overall length of the registration_request message
Message type	4	Integer	0x00030001
VID	Var	C-Octet String	Vehicle Identifier
Vehicle phone number	16	Octet String	Phone number of the vehicle in international coding scheme (+390116823456) Number is coded in packed decimal format (two digit for each byte) according the following scheme: 0x0 - 0x9 : digits 0-9 0xA : * 0xB : # 0xC : + 0xF : padding for unused places

Table 3

In Table 4 the parameters of the registration response message M5 are shown:

Field Name	Size octets	Type	Description
Command Length	2		Define the overall length of the registration_response message
Message type	4	Integer	0x00040001
VAF	1	Integer	0: vehicle outside Safe Tunnel Area T 1: vehicle inside Safe Tunnel Area T I: vehicle inside intermediate area
TCC Phone Number	16	Octet String	Phone number of the TCC in international coding scheme (+390116823456) Number is coded in packed decimal format (two digit for each byte) according the following scheme: 0x0 - 0x9 : digits 0-9 0xA : * 0xB : # 0xC : + 0xF : padding for unused places
Access Denied Flag	1	Integer	0: denied 1: accepted
MAP	Var	C-Octet String	Shelter/runway direction
PGS	Var	C-Octet String	Prognostic feature data

Table 4

The de-registration procedure is activated when the vehicle V exits the monitored area A, approaching the de-registration point DP. Also in this case the trigger for the de-registration procedure is performed by a Bluetooth module BM at the barrier B2. The vehicle parameters are exchanged between the access barrier B2 and the control center CC by means of the private network PRN; as in the registration procedure, the de-registration is carried out by the infrastructure including the control center CC and area monitoring system AM.

After the vehicle data have been received from the access barrier B2 (meaning that the vehicle V is leaving the monitored area A), the control center CC waits for a de-registration request message coming from the vehicle before starting the actual deregistration procedure. After having received it, the CC sets the vehicle area flag parameter VAF to '0' and triggers the GPRS de-registration procedure through a de-registration response message. The GPRS connection breakdown is carried out by the vehicle V at the end of the de-registration procedure.

In figure 5 a message chart is shown, illustrating the vehicle de-registration procedure messages between vehicle V and control center CC.

More specifically:

- the vehicle area flag VAF in a step 210 is set to 1, signaling outgoing vehicle. The access barrier B2 sends, after the trigger on the short-range link BT, an on board device identification request message M7 with the syntax [Message Type, CC ID, AB_ID, TCP_addr_CC].

- the vehicle module VM reply with a on board device identification response message M8 having the

syntax [Message type, VID, CC ID, AB_ID, TCP_addr_CC, VAF(0)];

- the on board device identification response message M8 in used also as trigger to send a vehicle parameters message M9, having the syntax [VID, AB_ID, VAF(1)] from the access barrier B2 to the control center CC on the private network PRN. The vehicle area flag VAF in a step 220 is checked at the control center CC to be set to "1" from previous step 210, thus indicating that the vehicle V is exiting the monitored area A.

- the vehicle module VM starts the de-registration procedure sending a de-registration request message M10, having the syntax [Message Type, VAF(0)] to the control center CC. The vehicle area flag parameter VAF is now set to "0" in a step 230, indicating to the control center CC to cancel the vehicle data;

- the control CC reply at the vehicle module request with a de-registration response message M11 having the syntax [Message Type]. The vehicle area flag parameter VAF, set to zero in the step 230 preceding message M11, is evaluated in a step 240 and indicates to the vehicle module VM to cancel the CC data. Then a GPRS connection termination operation, indicated with the reference GP1 in figure 5, is performed and, optionally, selected information messages M12 are exchanged between the vehicle module VM and the driver D in order to notify the accomplishment of the de-registration operation.

For what concerns the message format of the de-registration procedure, this substantially corresponds to the format of the messages of the registration procedure.

In table 5 the parameters of the on board device identification request message M7 are shown:

Field Name	Size octets	Type	Description
Command Length	2	Integer	Define the overall length of the identification_request message
Message type	4	Integer	0x00010002
Tcc_id	2	Integer	Tcc_identifier
Access Barrier Id (ABD)	2	Integer	Access Barrier Identifier
TCP address TCC (TAT)	6	Integer	IP address: 4 octets Port Number: 2 octets

Table 5

In table 6 the parameters of the on board device identification response message M8 are shown:

Field Name	Size octets	Type	Description
Command Length	2	Integer	Define the overall length of the identification_request message
Message type	4	Integer	0x00020002
VID	Var	C-Octet string	Vehicle Identifier
Tcc_id	2	Integer	Tcc_identifier
TCP address TCC (TAT)	6	Integer	IP address: 4 octets Port Number: 2 octets
VAF	1	Integer	0: vehicle outside the Safe Tunnel Area 1: vehicle inside the Safe Tunnel Area I: vehicle inside intermediate area

Table 6

Also in this case, a range of values I for the vehicle area flag parameter VAF is available, in order

to indicate if the barrier approached is an intermediate barrier and, thus, de-registration must be hindered.

In table 7 the parameters of the de-registration request message M10 are shown:

Field Name	Size octets	Type	Description
Command Length	2	Integer	Define the overall length of the registration_request message
Message type	4	Integer	0x00030002
VAF	1	Integer	0: vehicle outside the Safe Tunnel Area 1: vehicle inside the Safe Tunnel Area I: vehicle inside intermediate area

Table 7

In table 8 the parameters of the de-registration response message M11 are shown:

Field Name	Size octets	Type	Description
Command Length	2	Integer	Define the overall length of the registration request message
Message type	4	Integer	0x00040002

Table 8

From the above description is thus apparent that the method and system for identification and registration of a moving object entering into a pre-determined area just described takes advantage of exploiting standard technologies both for the short range communication link and for the long range communication link. For the latter, a public mobile telecommunication network can be used. Apparatuses and structures for implementing the invention are thus easy

to find on the market and their diffusion ensures low compatibility problems.

The arrangement described herein enables complete automation and an approach to the communication between a moving object and a remote control center of a generalized type. Pre-loading and, subsequently, uploading vehicle identification data at the control center or, vice versa, pre-loading the control center identification data for use by the vehicle are completely avoided. Management of the procedures both on the vehicle and on the control center side is thus greatly simplified, even if bi-directional and complex communication between the vehicle and the control center is established in an automatic way.

The arrangement described herein allows the control center to determine with certainty when a vehicle enters or exits the predetermined monitored area.

A further advantage is given by the use of Bluetooth, or any other short range communication technology: this is independent of any GPS operation and/or accuracy problems and guarantees security and confidentiality of the exchanged data. Thus identification and registration operations are independent of vehicle pre-loaded maps or other instruments related to variable parameters, in particular related to the territory conformation.

The communication technologies mentioned in the foregoing can be substituted by other communication links, either standard or private suitable for operating in association with a method for identification and registration of a moving object, such as a vehicle, entering a pre-determined area to be monitored, said identification operation comprising an interaction between said moving object and an area

access system associated to said predetermined area and comprising supplying identification information (VID, TCC_ID, TAT), said registration operation being carried out over a wireless communication link (LT) to a control center (CC), such a method also comprising the steps of identifying said moving object (V) through a mutual interaction between said moving object (V, VM) and the area access system (AM), said mutual interaction being performed over a wireless short range communication link (BT); and performing said registration operation by establishing (GP) a wireless communication link (LT) of the long-range type between said moving object (V, VM) and said control center (CC), upon activation of said mutual interaction on the wireless short range communication link (BT).

By way of example, for the long range communication link, a UMTS network instead of the GPRS network can be used. As for the short range communication link, other protocols such as Wi-Fi 802.11a/b/g, 802.16a, HYPERLAN2, DSRC, ISO/TC 204 CALM, and so on can be used instead of the Bluetooth link. Moreover, e-tags (electronic tags), also known as RFID (Radio Frequency Identification), can also be used for the short range communication link. In this case, a passive or active e-tag can be used on board the vehicle, a suitable e-tag reader being associated with the barrier.

The arrangement described herein can be advantageously applied to the management of vehicles crossing a road tunnel. However, they can be also implemented in other similar applications, e.g. entrance of a vehicle in public areas like car parkings or urban limited traffic areas, in which to the vehicle is given the possibility to move or stop, but always in a controlled way, or the entrance of a vehicle in

private areas like a yard or garage.

An integration of the proposed system with control center operator billing systems at the barriers, or with any other toll collection system is also possible.

Consequently, without prejudice to the underlying principles of the invention, the details and the embodiments may vary, also appreciably, with reference to what has been described by way of example only, without departing from the scope of the invention as defined by the annexed claims.